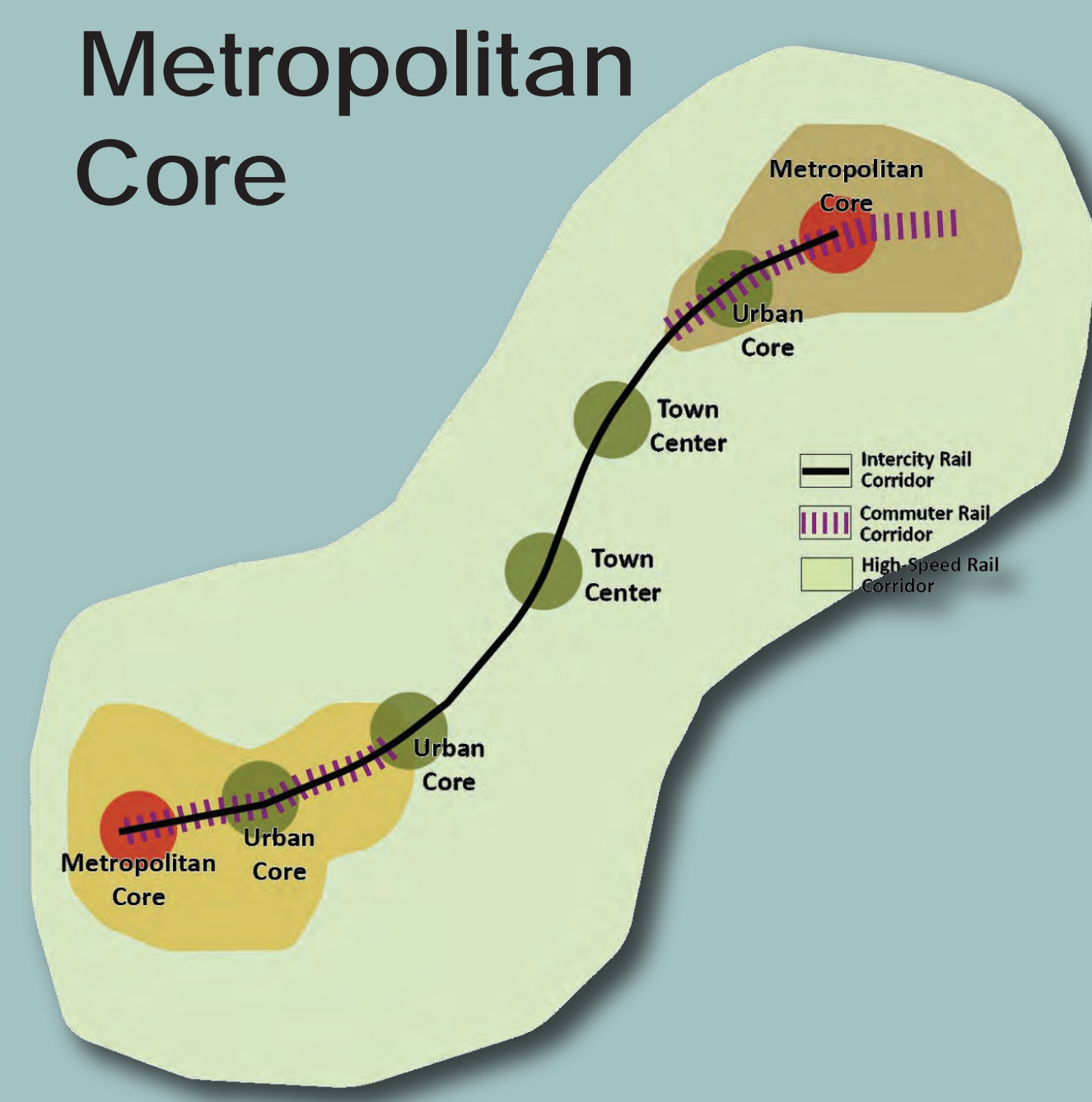
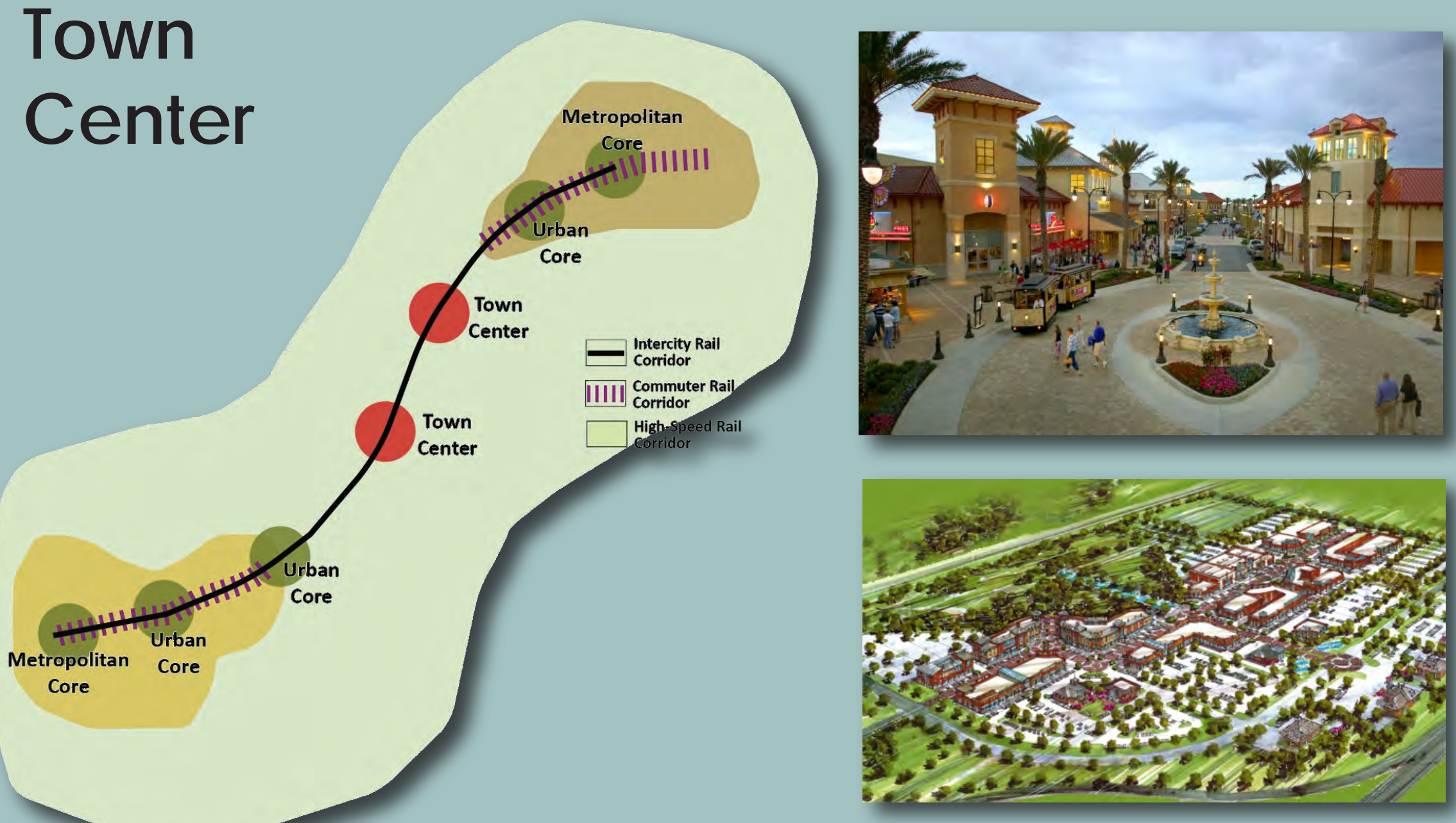
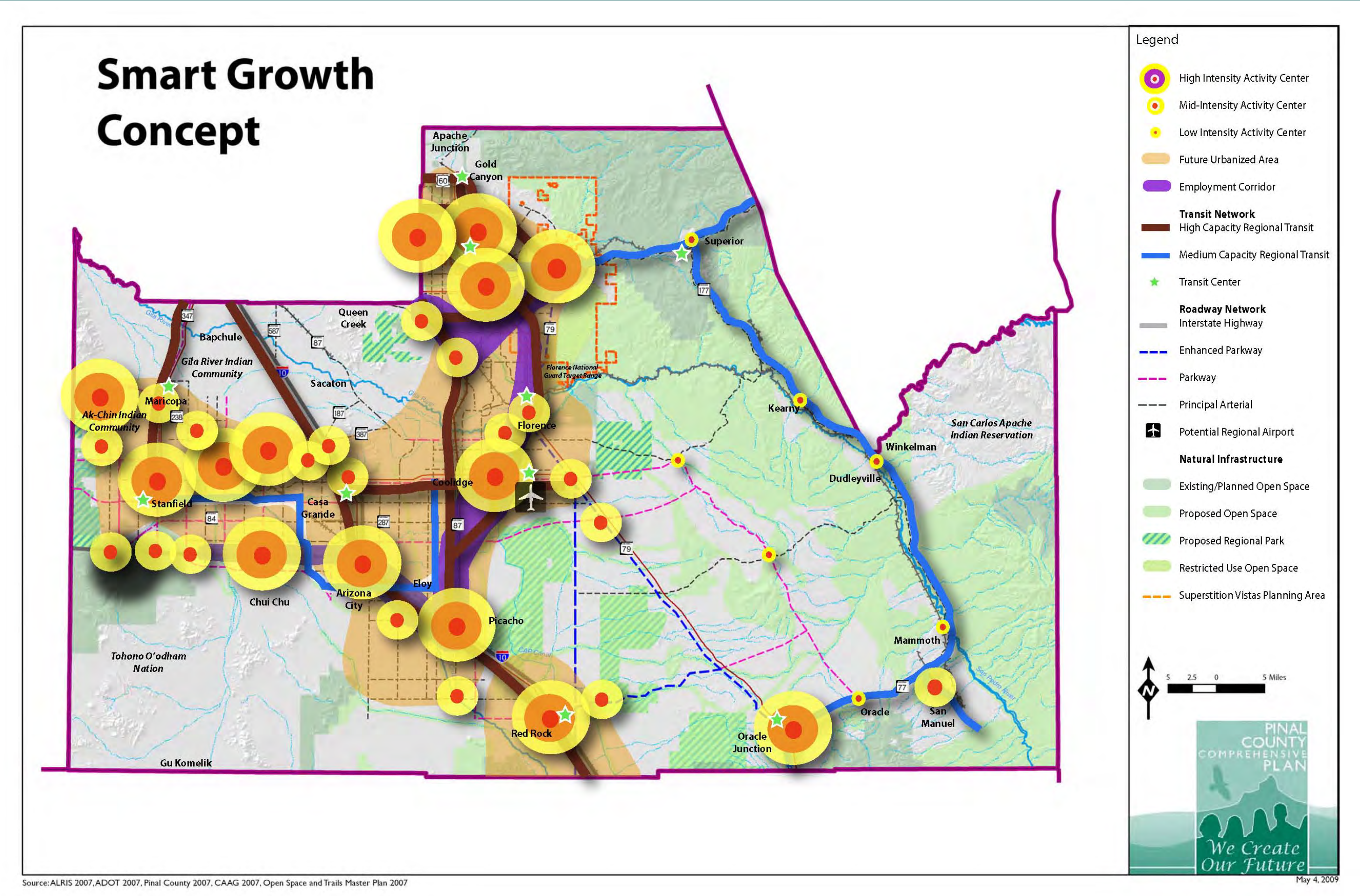


The convenience and access of an intercity passenger rail station shapes development by:

- Fostering adjacent high- and medium-density residential development and clustered employment. Different scales of development can be implemented for each station area.



- Stimulating new, or reinforcing existing, activity centers, creating smarter surrounding development patterns:
 - Collector support transit systems including commuter rail, light rail/streetcar, buses, etc. to link residents to job opportunities, housing, and social services, reducing the need for driving and parking
 - Formation of a regional node with a mixture of uses in close proximity including office, residential, retail, and civic uses
 - Compact and higher density development to minimize urban sprawl and impacts to open space and agricultural land
 - Broader range of housing options to promote more equitable growth and development
 - Clustered industries to create economic efficiencies (e.g., microelectronic R&D and manufacturing)
 - Reduced and managed parking inside 10-minute walk circle around town center/ rail station



What are the enabling conditions to proactively plan for growth around intercity rail stations?

- Select station locations because of ability to link with local and regional transit, airports, and highways, with a preference to use existing traditional city centers
- Adopt station area development policies that require transit-oriented development and promote value capture in and around station areas
- Provide incentives for local governments where stations might be located to prepare and adopt Station Area Plans and to amend city and county General Plans that incorporate station area development principles



Benefits of transit-oriented development (TOD):

- Higher quality of life
- Better places to live, work, and play
- Greater mobility with ease of moving around
- Increased transit ridership
- Reduced traffic congestion and driving
- Reduced car accidents and injuries
- Reduced household spending on transportation, resulting in more affordable housing
- Healthier lifestyle: more walking, less stress
- Higher, more stable property values
- Increased foot traffic/customers for local businesses
- Greatly reduced dependence on foreign oil
- Greatly reduced pollution and environmental degradation



Where has rail influenced community form?

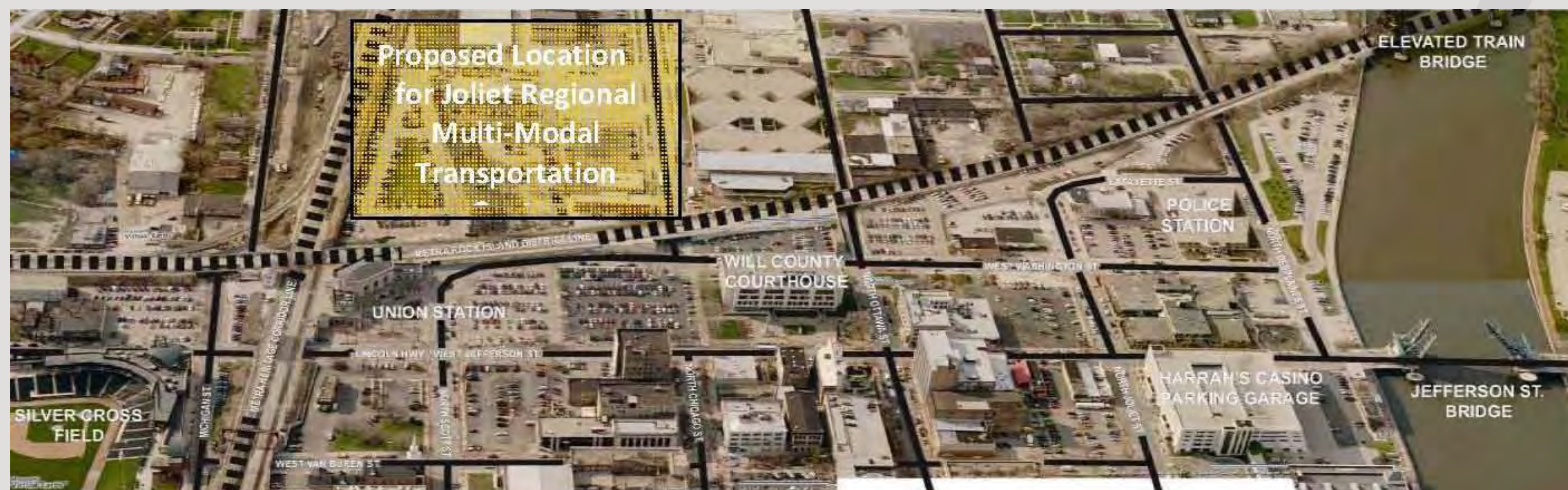
Denver Union Station (Denver, CO)

- Includes Amtrak service, commuter rail, light rail, regional bus network, and local circulator systems
- Station and contiguous 19.5-acre land parcel owned by Denver Regional Transit District
- Adaptive reuse of historic station building
- Master planned to include 1.35 million square feet of new mixed-use TOD in five building sites, combining retail, residential, and office



Joliet Multimodal Transportation Center (Joliet, IL)

- Proposed transportation center will relocate all major transit modes to a central facility adjacent to the historic Joliet Union Station, including Amtrak service, commuter rail, regional bus, local shuttle service, and car sharing
- Comprehensive development will be built and managed by the City; includes provision for housing, employment, shopping/restaurants, services, cultural amenities, and open space
- City will review and revise plans, ordinances, and policies regarding land use, financing, and tax incentives to ensure adoption of best practices for smooth and efficient implementation
- Implementation will result in: coordinated transportation and land use decisions; well planned and designed neighborhoods; mixed-use neighborhoods within one-mile radius of station; safe, secure, and accessible transit services; and sound environmental practices



CAN RAIL SHAPE A COMMUNITY?

Intercity passenger rail influences community form...